

PORTLAND, OREGON, SUNDAY MORNING, FEBRUARY 13, 1921.

COAST HIGHWAY CONSTRUCTION PROBLEM IS BEING SOLVED

ROAD WORK IS NOT TO BLOCK AUTO TRAFFIC

Thompson Falls Route to Be Put in Condition to Handle Motor Traffic Between Seaside and Astoria This Summer.

By Frank A. Clarvoe

The paving of the Astoria-Seaside highway will be accomplished this summer without material interference to automobile traffic to the beaches. It is the intention to put the Thompson Falls road in condition. This is a little more difficult to travel, but it will be adequate to all demands of tourists to and from the beaches.

Travel has passed over the route by way of Warrenton for so long, and the old half-paved road has become such a well known highway to so many people that the public touring mind at first conceived with difficulty the existence of another path to the sand dunes and havens of rest along the shores of the unpopulated Pacific.

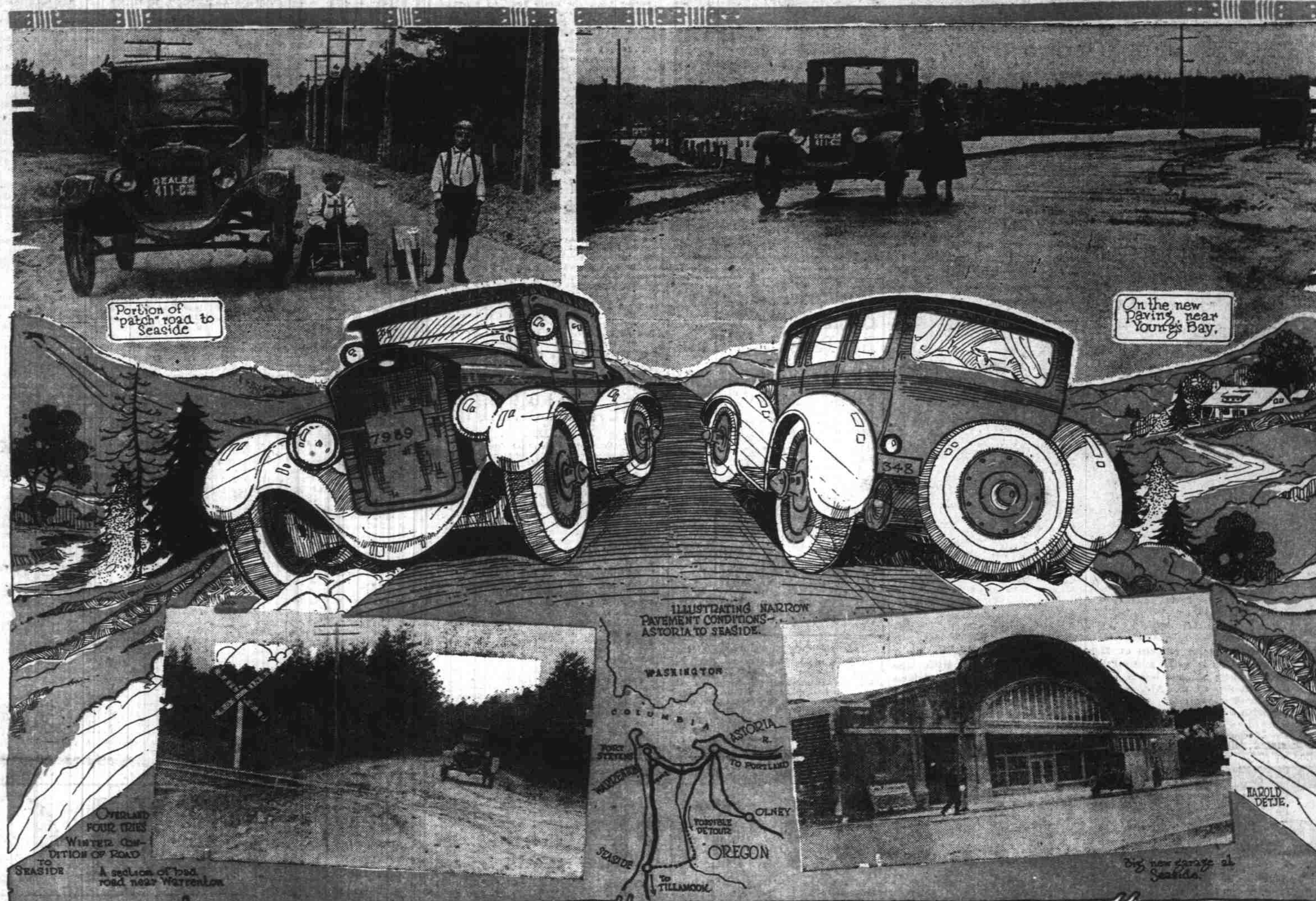
It was with the intention of discovering some route to take the place of the old road that Journal scouts piled into an Overland "4" and, with Pat Blake, territory man for the Willard-Overland Pacific company, as pilot, slipped down the lower highway to Astoria and began some investigations along the three or four routes which could be used as possible modes of ingress and egress for beach lovers during the coming summer. The scouts also discovered some things about the road which is to be paved.

TWO ROUTES OFFERED

There are two ways of going to the bridge over Youngs bay from the center of Astoria. One of these is around the waterfront, and the other lies "over the hill," the latter really being the better of the two routes. There are one or two bad pieces of macadam road along this route, but the shortened distance is well worth the bit of rough stuff. The old bridge across Youngs bay appears as temporary as ever, but the new bascule bridge looks as if it might be completed some time in the near future. It will be an attractive affair when it is completed.

The architecture of the bridge is very simple, the bascule type having been adopted because of the vast amount of water traffic making use of Youngs bay. The Gilpin Construction company of Astoria is handling the work. The total length of the structure is 1765 feet. The length of the center portion is 227 feet and consists of two moving leaves and their supporting piers. The remainder of the structure is a heavy type of pile approach, 873 feet long on the north and 665 feet long on the south. The roadway is 20 feet wide.

At the south end of the bridge, and ready to connect with the south approach, is a stretch of new 18-foot concrete pavement in the section from Youngs Bay to Miles Crossing. This is completed and is 3600 feet long, 18 feet wide, surfaced with concrete 7 inches thick. The fill for this paving was completed early in the spring of 1920, the



work being done by the Port of Astoria.

WEAR IS SHOWN

From the south end of this section to Seaside, with the exception of some 18 foot pavement in the neighborhood of Warrenton, the road is a succession of narrow pavement, with worn shoulders, or pock marked macadam. The macadam shows the effect of winter travel, but is really in fair condition, considering the fact that little work has been done on it for some months. The mind

of man runneth not back to the time when the shoulders of the three quarter pavement were trimmed. In passing cars on the narrow pavement one has to divide up the space and the man who hogs the road puts the other fellow out of luck. But the contractors for all grading to a full width in all sections where the narrow fill now holds sway have been let and spring weather will see the work begun and summer will no doubt see much of the pavement laid. The Skipanon-Seaside section of paving has

been let to the J. H. Tillman company of Seaside and amounts to about 10 miles of construction. Bituminous concrete will be the type of pavement and the cost is estimated to total \$375,000, of which \$206,000 will be paid by the state and \$69,000 by Clatsop county.

ONE DETOUR OFFERED

But as to the detour, and there is but one. South from Miles Crossing, which is near the south end of the new Youngs

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EARLY BUILDING OF CHEHALEM VALLEY HIGHWAY SOUGHT

Newberg People Are Preparing to Take Steps to Secure Construction of Road.

Newberg, Feb. 12.—Newberg people have remained neutral in the matter of the Capitol highway from Salem south to LaPayette, but in the north and northeast end of the county they are active in promoting the early construction of the "Chehalis Valley" highway, whichever name may be adopted by the naming committee of the joint committee on roads and highways of the legislature.

Marion county has already available \$100,000 in bonds for their portion from Woodburn through St. Paul to Newberg and from Newberg through Chehalis valley to Yamhill. Chehalis and Gaston road boosters may insist that it be extended on north in a straight line through the west end of the Chehalis valley to connect with the Wapato-Gaston market road, now under construction, intersecting the loop highway at No. 61 school house. Already the Gaston road boosters and those in the west end of Washington county are behind the project south to Salem.

It is generally believed that the highway commission will insist that its policy of "concentrating in large units" the improvements under a market road act, will be more strictly adhered to hereafter, for it says in its general regulations that "the market road act does not contemplate the expenditure of funds for haphazard and disconnected improvement."

Another road of consequence starts north from Chehalis church and taps

over "Ribbon Ridge" a wealth of prunes and walnut produce as well as a rich dairy region. Some advocate a new road north from No. 10 school house, which is about half a mile north of the Valley highway.

There are two bills in the hands of a committee at Salem which are companion bills, designed to promote the building of farmers' roads. The one doubles the state market road tax and the other puts into the hands of the highway commission \$5,000,000 in bonds to be

used exclusively in cooperation with counties on a 50-50 or other percentage, in building lateral and market roads as feeders.

First there was a \$6,000,000, then a \$10,000,000 and then another \$10,000,000 bond issue, and the farmers each time were told to wait and did wait for a small state road funds.

Only \$8,000,000 in bonds, within the limit of the constitution, can still be available, and it is now or never for the farmers.

MEXICO HAS GREATEST OIL WELLS KNOWN

Number of Gushers Produce 75,000 to 100,000 Barrels Daily; Only 12 Per Cent of Potential Output Produced.

Since the world war emphasized the importance of petroleum in modern warfare and awakened a keen realization of the even greater part it will be called on to play in reconstruction and in the industrial and commercial development of the future, interest has turned more and more to Mexico, which contains the most spectacular of the present producing oil fields. This nearby oil region is the subject of the following bulletin issued by the National Geographic society.

Mexico came into the world race for oil production late. Its first producing well, yielding a modest 50 barrels a day, was brought in not quite 20 years ago. Now it has a group of the greatest gushers in the world, a number of which are capable of producing from 75,000 to 100,000 barrels each of "liquid gold" daily. By 1911 Mexican production reached 15,000,000 barrels annually and surpassed that of the long standing leaders among the countries to which the world looked for its oil supply—Rumania, Galicia and the Dutch East Indies.

MEXICO PASSES RUSSIA

In 1915 this production was doubled, and by 1917 it had more than doubled again. In 1918 Mexican oil wells yielded nearly 64,000,000 barrels, and in 1919 more than 87,000,000 barrels. This latter production was in excess not only of the current annual production of Russia, previously second among oil producing countries, but also exceeded Russia's high-water mark of 85,000,000 barrels in 1901. Now only the United States, with a production of nearly 400,000,000 barrels, is ahead of Mexico.

But Mexico is accepted as having the greatest demonstrated oil field in the world, and it is estimated that if all its producing wells had been permitted to flow at their maximum during 1919 the resulting production would have been 32,000,000 barrels more than the actual

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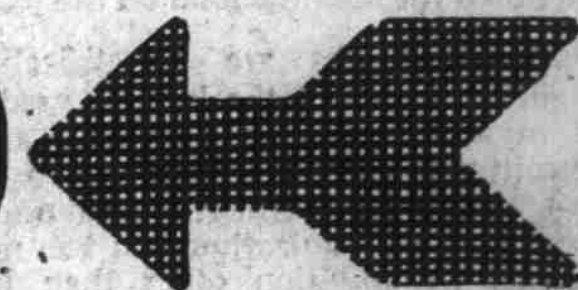
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